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The Mercury.

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JOHN P. SANBORN, Editors,
A. H. SANBORN, Jr.

DEPARTMENT

Newspaper, 10.

THE NEWPORT MERCURY was established in 1762, and is now in its 253d year. It is the oldest newspaper in the Union, and, with just half a dozen exceptions, is the oldest in the English language. It is larger than any newspaper in the United States, and interests more well educated intellects than any newspaper in the world. Regarding so many households and communities, it is the United States in advertising, is very valuable to business men.

Printed every year in advance, single copy 10 cents, 100 copies 100 cents, extra copies 100 cents, at the office of publication, 1000 copies 100 cents, and special copies given to advertisers by addressing the editor.

Local Matters.

Historical Society Meeting.

There was a very large attendance at the annual mid-summer meeting of the Newport Historical Society at the Old State House on Monday afternoon, the gathering being a representative one including many members of the summer colony as well as leading business and professional men and their families. Vice President Frank K. Higgins presided. At the business meeting, there were reports of officers and a few new members were elected.

The first speaker was Mr. John P. Sanborn, who sketched somewhat briefly the history of the Society from its small beginning to its present strong status, with a fine new fireproof building in course of construction.

The principal speaker of the afternoon was Dr. Nicholas Murray Butler, president of Columbia University, who made a powerful address on the subject of "Patriotism." Dr. Butler is an eloquent and polished speaker, and he handled his subject in a very interesting way and from several different angles. He was followed with the closest attention, and at the close of his address was given a unanimous vote of thanks.

At the close of the meeting the audience was given an opportunity to look over some of the historic relics in the State House, and tea was served in the Senate Chamber. "Bricks" for the new building were sold by Miss Popple and Miss Simpson.

Fire Department to Parade.

The people of Newport will probably have an opportunity to see their new motorized fire department in its entirety September 1st. It is planned to have a parade on that day of all the pieces of apparatus and the men of the department in their new uniforms, so that all the citizens will have a chance to inspect them.

Carper No. 4 is now ready for its final inspection, after having been completely overhauled by men from the factory. When this machine first arrived, it was found defective and an examination showed a poor gasket in the cooling system which had injured the cylinders. New cylinders were at once fitted and the machine was stripped and reassembled. This has now been completed and the machine seems to work all right.

The chassis for the ladder trucks have arrived, and as soon as they are tested and accepted, the old horse drawn trucks will go out of commission, the equipment of the present machines being placed on the motor trucks.

All the motor equipment for the reorganization is now in Newport, and next week may see it distributed to the proper houses. At present things are considerably mixed up because of the transition stage, several of the companies being doubled up into one station.

X. M. Powell Taylor, formerly of this city, was instantly killed by coming into contact with a wire carrying a high tension current while working in a freight railway car barn in Washington, D. C. He was a son of Mr. and Mrs. George W. Taylor who removed to Washington to reside some years ago. The remains were brought to this city for interment.

At the monthly meeting of the Board of Trade on Tuesday evening, the committee on plan to tax the stores doing a large summer business reported proposed and stated that they hoped to be able to draw an ordinance to cover the same in a short time. Further steps were taken to secure an early delivery of the morning mail in Newport.

Miss Irene Meekle, daughter of Mr. and Mrs. Andrew Meekle is recovering from an operation for appendicitis.

Immense Crowds at Beach.

As was predicted in the MERCURY last week, the crowd at the Beach on Sunday was a record-breaker. It was not only the largest of the present season, but was probably the largest in the history of the beach. The day was one of particular significance in the Roman Catholic Church, being the Assumption of the Virgin Mary, when the waters are supposed by many to possess peculiar virtues not found on any other day. This occasion always brings a large crowd to the beach, and as it fell on Sunday this year, and a hot clear day, the attendance was certainly phenomenal.

Early in the morning the demand for bathing houses and suits began at the beach, and within a short time all the houses were taken. For the rest of the day there were long lines of people awaiting their turn, and at times the ticket offices were closed because of the inability to supply the demand. In the morning hours, when the tide was high and the people were compressed into the narrow strip of sand and on the board walk, the crowd looked large, but it was nothing to what was seen a little later when the boats and cars began to discharge their great loads of human freight.

The transportation facilities of all the lines were taxed to the utmost. Both the Mount Hope and the Warwick came down from Providence in the morning with capacity loads, and the New Shoreham left about as many would-be passengers on the dock at Providence as she brought. There were several smaller steamers in with large loads soon after noon.

Both lines of suburban trolleys had all the business that they could handle, and then some. The Providence road had every car in service and the running boards were packed. The Fall River road ran four cars at a time and still found congestion. Naturally when all these passengers were turned over to the local trolley line there was still more difficulty. The Newport cars were absolutely unable to handle the traffic over a single line of track and thousands of people who wanted to ride were obliged to "hoof it" to the beach. The carriages and automobiles had a big day with all the business that they wished. As the crowds streamed in through the narrow entrance at the beach there was naturally much congestion there, and it took some time for all the people to get through. Once on the beach they spread out as much as possible and all the attractions on the board walk found plenty of patronage. The restaurant did a big business, and the lunch counter in the convention hall had a long waiting list throughout the day.

Two Drownings.

There have been two drownings in this vicinity during the past week, one in Portsmouth and the other in Jamestown. Both seem to have been unnecessary, and the Jamestown fatality was due to pure recklessness.

Hugh Frazer, a groom at Reginald C. Vanderbilt's "Sand Point Farm," was drowned while bathing on the beach near the farm on Sunday afternoon. A number of employees and their friends had been bathing and all came ashore with the exception of Frazer. In a few minutes he was seen to be in distress and although efforts were made to save him they were without avail and he went down for the last time within sight of his wife. His body was recovered in about two hours. He is survived by a widow and two children.

Adolphus Brown, colored, employed as bellboy at the Hotel Thordike in Jamestown, was drowned while bathing from a pier in that town on Monday. He jumped from the dock into deep water, and being unable to swim found himself helpless. A companion who went to his aid was seized by the struggling man and was nearly drawn under. Hans Madison of the tug Gaspee went to his aid and succeeded in getting him ashore where first aid was given and he appeared to be coming around all right. He was taken to Dr. Bates' Sanitarium for treatment, but had a sinking spell and died.

Dump Causes Trouble.

The Halsey street dump has been the scene of considerable trouble for the firemen in the past few days. It is the custom to burn the papers and light refuse that are carted there, and the flames have now penetrated under the large accumulation of rubbish, which has been burning for some weeks. Frequently the fire breaks out on the surface and sends out sparks which alarm the neighbors, who hurry to the nearest box and pull in an alarm. Last week there were two box alarms for this fire and this week there have been one box alarm and one still. There is little that can be done except to let the fire burn itself out, which it will do in time.

Tax Payers.

The tax books for the city of Newport which have been printed at the MERCURY OFFICE contain the names of 7234 tax payers. Of which number 2778 pay a tax on \$200 personal property.

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Probably most of that number would find it difficult to show even two hundred or three hundred dollars worth of personal property beyond that exempt from attachment.

The new wooden block pavement on Broadway performed some surprising stunts during the heated spell. A mound several feet in diameter was pushed up in front of the City Hall, and it had to be marked with a danger sign until the contractors could repair it.

The pushing up of the blocks was caused by the expansion under the heat and moisture and was not unexpected.

A wooden pavement requires some time to adjust itself.

Fatal Fire at Jamestown.

In a fire that caused only slight damage to the house, Mrs. Annie Ward was fatally burned at Jamestown early Tuesday morning. She was employed as a nurse in the family of Mrs. A. C. Richards who occupied rooms at the Allen cottage conducted by John M. Wiseman of this city.

Just what caused the fire is not known, but it is presumed that the maid was filling an alcohol lamp to heat milk for the 12-weeks baby of Mrs. Richards when an explosion occurred.

At any rate Mrs. Richards was awakened by her screams and found her enveloped in flames, and the light furnishings of the room blazing furiously.

She snatched the baby from the crib and hurried it to a place of safety. The house was filled with summer guests who were quickly aroused and they were obliged to quell the flames in the room before they could reach the maid.

An alarm of fire was sounded and the Jamestown fire department quickly responded, with the result that the fire was soon extinguished.

The injured woman received medical treatment as quickly as possible,

but from the severity of her burns it was realized that she could not live long,

and she died in a few hours. She was brought from Washington by Mrs. Richards, and has no relative in this vicinity.

The fire was principally confined to

the room in which it originated, and the monetary loss was small, probably not over \$100.

Mr. Henry C. Bacheller is considera-

bly improved after his recent severe illness.

Recent Deaths.

William R. Hunter.

Mr. William R. Hunter, son-in-law of the late George H. Norman and a very well known resident of Newport, died at his home on the old Norman estate at an early hour Saturday morning. Death came very suddenly and was entirely unexpected as he had been in apparently his ordinary health when he retired. For the last few months his health had failed somewhat as his close friends had noticed, but he had been around as usual the day before his death. He awoke shortly after 2:00 o'clock Saturday morning, saying that he did not feel well, and death came within a few minutes.

Mr. Hunter was a son of the late Thomas R. and Frances Wetmore (Taylor) Hunter. He was born in this city on July 16, 1857, and with the exception of a few years when he lived in Middletown had resided here all his life. He received his early education at Mr. Fay's private school in this city and later studied at Thorn's College in England. For a number of years he was engaged in the real estate business in this city as a member of the firm of DeBlois, Hunter & Eldridge.

Mr. Hunter's marriage to Miss Edith Norman, daughter of the late George H. Norman, took place in 1894. Soon after their marriage they purchased a handsome estate in Middletown which they developed into one of the show places of the Island, known as "Sunnyfields Farm." Here they made their permanent home for many years, taking an active part in the political and social life of the town. Mr. Hunter was an active member of the Citizens Association of Middletown, which for several years was the dominant party in town affairs. He served for several terms as member of the town council and for one year represented his town in the State Legislature. Two years ago "Sunnyfields Farm" was sold to Mr. Michael M. Van Beuren, and they then returned to Newport to live.

Mr. Hunter was a member of some of the leading clubs of Washington and Newport, and took an active part in the social life of Newport. He was for a number of years an active member of the Newport Artillery.

He is survived by a widow, and one daughter, Mrs. Louis L. Lorillard, Jr. Three sisters and one brother also survive, Mrs. W. Rogers Morgan, Miss Augusta A. V. Hunter, Mrs. Shafter Howard and Mr. Charles Hunter.

Wedding Bells.

Belmont—Andrews.

The wedding of Miss Margaret Frances Andrews, daughter of Mr. and Mrs. Paul A. Andrews, and Mr. Morgan Belmont, son of Mr. and Mrs. August Belmont, took place at "Rocky Hall," the Newport residence of the bride's parents on Saturday afternoon. There were about 150 guests present, and the house was very attractively decorated for the occasion. The ceremony was performed by Bishop Doran of Providence, assisted by Rev. James T. Ward of St. Mary's Church of this city. Mr. Raymond Belmont, brother of the groom, was the best man.

The bridal party was headed by the ten ushers and ten bridesmaids. Then came the bride resting on the arm of her father, who gave her in marriage.

The bridal gown was of white tulle over white satin with scalloped edge, with bands of rose point lace. Rare lace

extended over the front of the bodice and the long full veil was edged with rose point lace. The only jewel was a large diamond brooch with a square emerald. The bridal bouquet was of white orchids, lillies of the valley, and orange blossoms. The floral decorations were of blue hydrangeas and rare asters.

Mr. and Mrs. Belmont are now in New York on their wedding trip.

Mr. William H. Gilliam left Wednesday night for the Panama Pacific Exposition, and before his return will see considerable of the country, as he will make the outward journey over one route and will return over another. His transportation ticket is about a yard long.

The Spring street pavement is rapidly nearing completion after several weeks of work. The job was begun at the Bull street end, so the residents of the northern section of the city have not noticed much about the progress of the work.

At the annual meeting and dinner of the Major A. A. Barker Association last Sunday, William H. Scott was elected president, John P. Shaw vice president, and Charles A. Wilcox secretary and treasurer.

The hackney automobiles are now designated by red license tags, but there is nothing to indicate whether they are jitneys or higher priced.

Mrs. John Jacob Astor has returned to Bar Harbor after spending several weeks in Newport.

Board of Aldermen.

first account of J. Alton Barker, Conservator, was examined, allowed and ordered recorded.

Estate of Thomas H. Stoddard. The petition of Roy H. Beattie, Administrator, for leave to sell the one half interest of Thomas H. Stoddard, in a lot of 1/2 acre, on the south side of Beacon street, was granted. Interest to be sold for not less than \$375.00. Administrator directed to give bond in the sum of \$400.00, with Catherine Stoddard, as Surety, for the proper application of proceeds of sale.

Estate of Eliza P. Simmonds. The petition of Margaret B. Simmonds to appoint Henry G. Simmonds, Administrator, was referred to the third Monday of September, with an order of notice.

In Town Council.—Joseph E. Kline was appointed a Committee to obtain a plan and estimates of cost, for constructing two culverts in the gutter in the East Main Road, opposite the Town Hall in order to improve the approach thereto. Some years ago this gutter was paved with a view to prevent its washing and leaving an irregular surface to pass over, in reaching the paths leading to the Town Hall. The ascent from the highway to the paths is quite abrupt and gives the passers-in a team, an unpleasant jolt. With the object of avoiding this jolt, a movement is now made, looking to the construction of culverts.

A communication from Chief Kirwin was referred to the committee on fire department. Announcement was made of the arrival of the chassis for the ladder trucks, and it was decided to test them Friday morning at 11 o'clock. The No. 4 pumper will be tested Monday afternoon at 1 o'clock. The police patrol wagon was accepted. A communication was received from Dr. Beck, chairman of the re-organization commission, recommending the purchase of record books for recording hose tests, and submitting form for the reporting of dangerous fire risks; also calling attention to the rule requiring defective streets to be reported to the department and be placed on the bulletin board. The communication was referred to the committee on fire department.

Much other business of a routine nature was transacted.

Important Real Estate Sale.

Mr. J. Norman deR. Whitehouse, a well known member of Newport's cottage colony, has made an important purchase of real estate here which he will probably improve considerably before another season. He has bought the two estates on Price's Neck, one belonging to the estate of William Murray and the other to John Neilson. Each estate has a good wooden dwelling house with garages, etc., and the two together will give a large tract of land.

Whether Mr. Whitehouse intends to erect a new residence or to retain one or both of the present houses is at present unknown.

Until the present season Mr. Whitehouse has been a summer resident of Newport for several years, but has always rented a place. With Mrs. Whitehouse he has taken an important part in the social life of the summer colony, and the announcement of his purchase indicates that he will become a permanent member of the Newport summer life.

The Premium Lists for the Newport County Fair have just been completed at the MERCURY office and are ready for delivery to those interested. They can be obtained free at this office. A few of the classes have been entirely re-written to give better adjustment of premiums for the exhibitors and a few new items have been added. The Fair will be held on Tuesday, Wednesday, Thursday and Friday, September 21, 22, 23, and 24, and promises to be bigger and better than ever this year. Thanks to the untiring efforts of President I. Lincoln Sherman this fair has attained an enviable reputation and annually draws large crowds without being obliged to resort to the questionable attractions of a "Midway."

Mrs. George Peirce, for many years a resident of this city, died on Sunday at the home of her son, Mr. Charles C. Peirce, in Dover, Mass. She was the widow of George Peirce, who was for many years supervisor of the Newport plant of the Old Colony Steamboat Company and its successors. She is survived by a son, Mr. Charles C. Peirce, with whom she made her home, and two daughters, Mrs. Frederick P. Peirce of Boston and Mrs. W. A. Wheeler of Portland, Maine.

The name of Louis Bruguiere, formerly of this city, appears on the list of those saved in the Arabic disaster, and the name of his mother, Mrs. Josephine S. Bruguiere, is numbered with those unaccounted for. Mrs. Bruguiere formerly owned "Castlewood," on Girard avenue and they were prominent in the summer colony.

Mr. Earl C. Simmons, son of Mr. Christopher Simmons of this city, died quite suddenly at the Wright Hospital in Newport, N. H., last week. He was formerly prominent on the stage, being for a number of years leading man in one of the repertoire companies that flourished before the advent of moving pictures.

Mr. and Mrs. Robert Livingston Gerry are visiting Commodore and Mrs. Ebridge T. Gerry at their Newport residence.

Middleton.

(From our Regular Correspondent)

COURT OF PROBATE—At the session of the Court of Probate held at the Town Hall, on Monday, August 16, all the members were present. The following estates were passed upon.

Estate of Thomas Coggeshall. The

The Invasion of America

By JULIUS W. MULLER

A Narrative Fact Story Based Authoritatively on the Inexorable Mathematics of War. What Can Be Done to Oppose an Invading Army With Our Actual Present Resources in Regulars, Trained Militia, Untrained Citizens, Coast Defenses, Field Artillery, and All Other Weapons of Defense.

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CHAPTER V.

Sweeping the Floor Clean For the Enemy Army.

SO fell brave Block Island. It bid the sunrise with the stars and stripes bated defiantly in the face of the invader. The setting sun shone on the flag of the enemy. So, too, had fallen the islands of Nantucket and Martha's Vineyard with their stout hearted, passionately American population. They had yielded, not to ignoble fear, but to the irresistible mechanics of war.

The people of Block Island, watching destroyers steaming slowly toward the New England coast with strings of their fishing boats in tow, noted a curious thing. Every boat was laden with fish nets. Block Island wondered what a fighting navy meant to do with fish nets. Nantucket and Martha's Vineyard wondered, too, for they also had been stripped of their gear.

Following the long tows with their heaped brown freight, six cruisers moved toward the coast, each guarded by destroyers, whose men watched the sea for a periscope, or for the whitened, broken water that would indicate the presence of submarine. (A submarine cannot attack until it has risen near enough to the surface to lift its periscope above water. Having thus obtained its aim, it submerges again only deep enough to conceal the periscope. It fires its torpedoes blind when submerged. If it dives too deep, it might send the weapon harmlessly under the ship's keel. Hence, it is possible often to "spot" the disturbed, whitened water above a submarine even though it is sunk out of sight.)

They moved fast, until they were within three miles of land. Then they opened fire.

Steaming rapidly up and down, ship behind ship, they loosed all their broadside batteries, starboard and port in turn, simultaneously. The blast killed the wind and made an infernal little gale of its own around each ship, that spun in hot ascending columns. Surface swimming fish were struck dead and floated in schools on the water killed away. Even the bottom haunting creatures felt the shock and scurried into the sand and mud.

The chart under the shaded light in the admiral's cabin had a semicircle marked on it—a semicircle that made a great segment into the land. As if it were in the electric arc, the country in that zone of fire melted. Houses van-

ished into stone dust and plaster dust even as the screaming thing that had done it struck houses a mile beyond and threw them on each other. Streets became pits with sloping sides that burned. Trees rocked, roaring as in a gale, and were tossed high and fell twisted in flame. The land shrieked.

The enemy fleet was biting into the sea vital of the commercial United States, the southern coast of New England between Cape Cod and Long Island sound, whose possession is the key to the manufacturing and industrial life of the east.

Battleships lying off the mouth of Buzzards Bay were dropping shells into the harbor and into the shores. One ship had ventured close into the land, approaching within the zone of fire from Fort Rodman, and had dropped shells near New Bedford. Hidden by intervening hills it had escaped return fire and was now lying just out of range, dropping an occasional fifteen inch projectile toward the defenses.

(The extreme range of the present armament of American harbor defenses is 25,000 yards. This is not a really effective fighting range and is merely stated as being the extreme range "under crucial test" of the twelve inch steel rifled mortars. The rifled guns as now mounted have a range of not more than 13,000 yards. Battleships now being constructed are armed with fifteen and sixteen inch guns that can outrange the extreme theoretical range of the mortars.)

Other ships were firing into Narragansett Bay. They, too, were firing at immensely long range, to avoid return fire from the defenses. Montauk Point's wireless transmitted a dispatch

that three vessels were standing in there and lowering boats. Then the apparatus fell silent. Point Judith's wireless had ceased speaking soon after dusk. Its last dispute was that shells were falling near it. An hour later its operators reported from Narragansett Pier that the tower had been destroyed.

Watch Hill and Westerly, on Rhode Island's southwestern border, sent a message from near by Stonington, were burning, and were being wrecked by heavy shells. Fort Wright telegraphed that this was fire from two battleships standing just outside of range from the fort's mortars and rifles and throwing shells from fifteen inch guns.

But these great guns were being used only at intervals. Though their bite could rend towns, they destroyed themselves as they wreaked destruction. The acid fumes from their monster powder charges ate out their scientifically rifled cores. They had to be spared.

The real attack came from the heavy cruisers, standing close in and working four, five and eight inch guns. For every shot that the battleships' manmoths fired the cruisers fired a hundred. It was not a bombardment. It was a driving nail of whirling, smashing, exploding metal that whipped the coast between Watch Hill and Point Judith. Now the docks of shells went high to reach far to their farthest range into the land. Now they went low to sweep through the cover near shore. Sometimes the steel things drove, as if in sudden uncontrollable fury, at one given spot. Again, they spread out into a dreadful cone that danced along a three mile stretch like a dancing whirlwind. The very beasts of the woods, the birds in their nests, were dead.

To the survivors who had escaped from the first red blast the thing seemed only a deed of insane wickedness. What had they done, they asked each other with sobbing breaths, to bring a steel navy at them? What could a great, powerful enemy gain by this murder of unarmed country folk? The men who were working the ships' guns were from little villages, from pretty seashore hamlets like these themselves. They were not thinking of the habitations which were being blasted away. It was an operation of war. With their brooms of steel and fire they simply were sweeping clear the door on which that army was to set its foot.

Far in shore of the flame torn cruisers, safe from any land fire under the parabolas of the naval projectiles as if they were under a bombproof arch, certain little vessels had tolled up and down from the beginning. Slowly, for they dragged between them long wire cables that hung down to the sea bottom, they moved back and forth along the beach, fishing. The fish they were trying to catch were spherical and conical steel fish that bore little protuberances on their tops like the sprouting horns of a yearling kid.

A touch as soft as the touch of a lover's hand could drive those little horns inward to awaken a slumbering little devil of fulminate of mercury whose sleep is so light that a mere tap will break it. And the fulminate's explosion would detonate 300 pounds of gunpowder.

The submarine mine says to the big ships, "I am death" and they cannot answer it.

But there is an answer to the mine. It is the mine sweeper that drags for them. The men on these mine sweepers dedicate themselves to the tomb. Some must inevitably perish. They

tenant who commanded United States submarine M-9 when he steered his craft, awash, out from behind Fisher's Island sound at dawn and looked eastward through his glasses.

The boats were scarcely off the beach to return to the ships before 800 of these units were trotting through the upland, throwing out advancing parties and making hasty trenches from which in a moment there looked the greyhound muzzles of machine guns.

On the shore the strand party was sinking sand anchors and rigging derricks. Others were setting together the five and one-half foot sections of jointed hollow masts for the wireless.

When the boats beached again, with more men, two forty foot masts reached into the night, and hand power generators were making the antennae pulse with their mysterious life.

Launches came in now, dragging wide, flat bottomed pontoons and swinging them on to shore and speeding back for more. Men snatched at them and held them in the surf and ran their mooring up the beach, while others carried out kedges and boat anchors from all sides to sink them in their searchlights.

In swung more pontoons. Broadside to broadside, keded and anchored out, they were moored out into the sea at half a dozen parts of the beach. Laid far enough apart that they should not touch, however hard the swell might strive to gruel them together, they formed floating piers reaching beyond the farthest outer line of surf. From pontoon to pontoon ran gangplanks lashed fast.

Three hours had passed. Three times the ships' boats had made the trip between warships and shore—thirty naval service cutters, each carrying thirty men. Twenty-seven hundred sailors, marines and soldiers were holding the Rhode Island coast.

From the trenches of the advance party a wireless spoke to the cruiser bearing the senior officer. "Motor scouts reported in front, on road, three thousand yards. Will fire rocket

infecting direction."

The rocket burst. For a minute it made all that part of the black country stand out as under lightning. "Crash!" said the ship. Over the bluejackets swept the shells and burst.

"Crash!" said another ship.

"Apparently effective," said the wireless again. "Shall send patrols forward." And again it spoke, in half an hour: "Enemy driven back. Our patrols hold road. Barb wire entanglements completed. Scouts in. Report line clear, except for enemy cavalry in force inland out of range."

CHAPTER VI.

"Where is Our Army?"

NOW!" said the cruiser's wireless, speaking once more into the sea. Silent, formless, black, four vast ships, long and twice as tall as the cruisers, came slowly in among them.

These were the transports, sealed that not a thread of light should shine from them to betray them to the thing that all the fleet dreaded more than anything else—the underwater lance of a submarine's torpedo.

Under water the submarine is always blind, even when the brightest light of the noon day sun shines vertically into the ocean. It can see only with its periscope eye above the surface.

At night the periscope cannot see. Then the submarine ceases to be useful as a submarine. It can act still, but only on the surface, like any other torpedo boat.

But if the mine sweepers are permitted to work on the mines may kill and kill and kill, yet in the end they will be gathered in.

There is an absolute answer to the mine sweepers. It is to hammer them with rapid fire from the shore. These little vessels, dragging laboriously, present targets that scarcely move. No artillerist can miss them.

But again there is an answer to the man protecting guns. It is long range fire from the ships that lie safely outside of the mine fields.

There is only one answer to that. It is for defenders on land to plant huge guns far inland that can reach the ships and beat them back that they dare not come close enough to reach the lesser shore artillery nearer the sea.

This formula of shore defense is a formula so simple that a mathematician given the conditions can work it out with simple arithmetic though he had not shrouded them.

Guns, guns and again guns—and an army to protect them! This was the only possible reply to the fleet that was pounding the coast. The United States had not enough sufficiently powerful mobile coast guns and siege guns. It had not enough artillerists to fight what guns there were. And it had not enough ammunition to provide them with food.

In Bethlehem, Pa.; up the Hudson, in smoky Waterly; in Hartford and Bridgeport and New Haven, a dozen other towns, with machinery busily

assembled and workmen busily learning, they were trying now to make projectiles enough and guns enough. They were trying to make enough powder in Delaware or New Jersey.

In the encampment of the United States army at that moment trains were delivering guns—men trained in record time, magnificent testimony to American efficiency under stress. But the guns were coming in one by one, to meet an enemy who was beating at the gates and could not be stopped except with hundreds.

Even then the flagship of the coast was sputtering a code into the night. It was a long code, but its meaning was short. It meant "Now!"

The mine sweepers hauled their gear and came out. Fourteen had gone in. Those that came out were nine.

Before they had well begun to move the beach was white with ships' boats, and 900 bluejackets and marines set foot on the mainland of the United States.

With sharpened knives in their sheaths, and loaded carbines and bandoleers filled with cartridges, and entrenching tools and provisions, each man of that first force presented the highest attainable unit efficiency for war.

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CHAPTER VI.

"Where is Our Army?"

NOW!" said the cruiser's wireless, speaking once more into the sea. Silent, formless, black, four vast ships, long and twice as tall as the cruisers, came slowly in among them.

These were the transports, sealed that not a thread of light should shine from them to betray them to the thing that all the fleet dreaded more than anything else—the underwater lance of a submarine's torpedo.

Under water the submarine is always blind, even when the brightest light of the noon day sun shines vertically into the ocean. It can see only with its periscope eye above the surface.

At night the periscope cannot see. Then the submarine ceases to be useful as a submarine. It can act still, but only on the surface, like any other torpedo boat.

But if the mine sweepers are permitted to work on the mines may kill and kill and kill, yet in the end they will be gathered in.

There is an absolute answer to the mine sweepers. It is to hammer them with rapid fire from the shore. These little vessels, dragging laboriously, present targets that scarcely move. No artillerist can miss them.

But again there is an answer to the man protecting guns. It is long range fire from the ships that lie safely outside of the mine fields.

There is only one answer to that. It is for defenders on land to plant huge guns far inland that can reach the ships and beat them back that they dare not come close enough to reach the lesser shore artillery nearer the sea.

This formula of shore defense is a formula so simple that a mathematician given the conditions can work it out with simple arithmetic though he had not shrouded them.

Guns, guns and again guns—and an army to protect them! This was the only possible reply to the fleet that was pounding the coast. The United States had not enough sufficiently powerful mobile coast guns and siege guns.

It had not enough artillerists to fight what guns there were. And it had not enough ammunition to provide them with food.

In Bethlehem, Pa.; up the Hudson, in smoky Waterly; in Hartford and Bridgeport and New Haven, a dozen other towns, with machinery busily

around the area chosen for the transports to lie in the fishing boats taken from the sea islands were being towed by destroyers to drop their nets. Their wooden buoys formed odd geometric outlines on the sea.

These thin things of meshed twine, harbor gates to the northeastern United States—Buzzards Bay, gashing deeply into Massachusetts; Narragansett Bay, almost cutting Rhode Island in two west of the field of operations.

That such trivial things should be of value against underwater craft cut with death in their heads might well Open any one of these gates, and it have seemed absurd to a landsman opened the way at one blow to both They did not seem absurd to the men New York and Boston.

that early hour of the morning, read the bulletin board:

"Enemy effected a landing during the night on Rhode Island between Narragansett Bay and Long Island sound. Transports are now close in, preparing to put troops ashore. Report from Narragansett Bay, 100,000 tons. Army officials estimate that at the usual rate of two men per ton this means 200,000 men. More transports waiting under Block Island."

"Now is the time to strike 'em," cried the men. "Before they can bring more forces ashore. They should have been attacked in the night. What kind of general line? We got to let 'em in instead of throwing 'em back into the sea as fast as they come. Who is our army? Keeping itself safe?"

The army, with 100,000 men working feverishly as they were to be, was destroying the railroads of southern New England. It was tearing up the shore line of the New York, New Haven and Hartford railroad from New Haven to New London and from New London to Providence. It was throwing the rails on flat cars to be whirled away westward and northward. Concrete and stone embankments, steel bridges and tunnels were sent skyward through the night with dynamite.

CHAPTER VII.

The American Army's Lack of "Eyes."

In the army headquarters, where a single short order had set

all this carnage of destruction, the commanding general and his staff were busied with something that was of more immediate importance to them. Desperately they were thronging out for information, and always they were baffled by superior numbers.

They had pushed cavalry toward the coast, and it had been driven back by artillery and long range fire from the ships, whose aim was controlled by aeroplane signals from the sky and wireless from the shore. They had pushed out motor scouts, and the artillery had found them. Always at every approach during the night or since daylight the ships' fire had swept the roads.

Now, scarcely an hour after sunrise, the army aeroplanes had come back after only haphazard scouting. They had not been able to fly over the invaded coast. Wherever they tried to, they reported, they were met by enemy planes in superior numbers.

One United States air man had been driven by four enemy planes into Narragansett Bay, where he had been picked up by boats from the Newport

(To Be Continued.)

INSECT GERM CARRIERS.

Reaches, Ants and Even Bees Are Now Regarded With Distrust.

The investigations of recent years have disclosed the relations of insects to malaria, yellow fever, bubonic plague and sleeping sickness. The striking results already demonstrated in respect to the activity

Established in Providence in 1784.

The Mercury.

Newport, R. I.

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Saturday, August 21, 1915.

Many of the Democratic Senators are urging the President to call a special session of the Senate on October 15.

State Treasurer Read has \$158,000 State bonds for sale. There are known as the Charitable Institutions loan of 1915.

Boston will this year pay \$18 on a \$1000 in taxes. The rate in all the cities in the land seems to be constantly on the increase.

Massachusetts people say that the tax situation in that state is almost a calamity. It is growing worse instead of better constantly.

The summer season will come to an end in a very few days and most of the summer resorts will have to record a season of poor business.

They had two inches of snow on the top of Mt. Washington Wednesday morning. That is a gentle reminder that winter is approaching.

Justice Hughes says that he will not be a candidate for President and if nominated he will decline. This puts one prominent candidate out of the running. There are several good men left, who are willing to sacrifice themselves for the cause.

The State department has received a letter from the American minister at Bern which indicates that the Swiss government is preparing to take sides in the European war with the German allies. Switzerland resents the interference with its trade by the quadruple alliance.

All the stories are correct that the newspapers in this country are publishing. Germany must have had a terribly active force at work in this country for the past year or more. Every day some newspaper pops up with some story of German intrigues. Her agents must have been omnipresent.

It is said that the president of a bankrupt Western railroad has been offered \$25,000 a year salary to take charge of the construction of a new plant to cost two and one-half millions for the Baldwin Locomotive works, and then manufacture eighty millions worth of locomotives for the Russian government.

The torpedoing of the White Star Line steamer Arabic shows that the Germans do not propose to abandon this barbaric method of warfare. Neither do they apparently care whether Americans are murdered or not. The German Powers act as though the whole world was against them and they were ready to wage war indiscriminately against the whole world. There will be a day of reckoning sometime.

Ex-President Taft says that he does not see any way out for the United States in Mexico. He said: "We made a serious mistake at the outset, not in failing to recognize Huerta, but in actually departing from true neutrality to work against him." The ex-President has hit the nail on the head this time. President Wilson's fool performances in regard to Mexico have caused most of the prolonged trouble there.

The city of Providence has extended an invitation to the National Bazaar Association, now in session in California, to meet in the Rhode Island Capital next year. The city also wants the next meeting of the American Public Health Association. Both of these bring large numbers, and there is no reason they should not come to this State. The more big conventions that can be brought to this State the better. Newport will most heartily second Providence's efforts in this direction.

Will the government of the State of Georgia be able to inflict the richly deserved punishment upon her band of murderers? Or will the Sovereign Commonwealth be content to swallow the juice of its own indulge? Even though every one of the murderers should die upon the gallows in expiation of his crime, the name of the State of Georgia would never be cleared of the stain that has been cast upon it. But much rests with the present Governor. If he is the man that his predecessor in office proved himself to be he will never rest until the murderers have paid the full penalty for their crime.

The disgrace that hangs over the State of Georgia for mob violence will not soon be wiped out, more especially from the fact that many of her so-called prominent citizens glory in the act. The conditions that will allow the mob to take a man from prison, carry him a hundred miles, brutally torturing him all the way and then murder him are truly deplorable. But to add to that comes the speech of the Mayor of Atlanta at California where he justifies and glorifies in this act of barbarism, shows that many, if not the majority of the people of that State are but little removed from barbarians themselves. This lawless act added to innumerable brachings in that State is a foul blot that it will take long years of reform to wipe out.

Why our Ships are Driven from the Seas.

It goes without saying that if operation of American ships under our laws were prohibited in ordinary times we would long ago have had a large merchant marine. American capital is not afraid of water. Our naval-wise fleet is large and efficient. It is profitable because foreign competition is shut out. But ships engaged in foreign commerce must compete with all the world. Early in our history we fostered merchant marine by discriminating duties until it reached its greatest militancy in 1828, when it carried 80 per cent of our exports and 95 per cent of our imports. But extension of reciprocity treaties altered this. It is doubtful if they could be imposed again without danger of vexatious retaliatory measures.

Mr. Underwood got a preferential duty incorporated in the present tariff act, but it is worse than worthless, unless the Supreme Court reverses the decision of the Court of Customs Appeals. The fact that Americans, prior to the outbreak of the war, were flying foreign flags over American-built boats, could signify but one thing. The cost of operation under our navigation laws was too great to permit competition with the rest of the world. In November an act goes into effect that will increase the discrepancy in cost.

Our navigation laws, present and prospective, were enacted with righteous purpose. We sought to make the seas attractive to American sailors. An alert young American, finding a high standard of living and abundant opportunities for advancement on land, was not lured by the sea. Thanks to a protective tariff, domestic industries were protected from competition with cheap labor. But vessels engaged in foreign commerce must compete with the world. If we would improve the hand lot of seamen, somebody must pay the extra cost. In the coastwise trade it is paid by shippers. In the foreign trade it will have to be paid by the government, if paid at all. So far as the fast boats are concerned it might well do, holding them as naval auxiliaries. This is done by Great Britain and Germany, which governments have also prescribed regular routes as a condition of the subventions. France has used a clumsy system of subsidies, putting a premium on slow ships. Japan has adopted a novel course, compelling its subsidized ships to discriminate in favor of Japanese goods. It is folly to ask Americans to compete with vessels subsidized by their governments and at the same time employ more seamen, pay them more and feed them better. Direct aid would be cheaper than a government-owned merchant marine, trying, on such terms, to compete with all the private shipowners of the world, many of whom are subsidized by their governments.

Refuse to Pay.

It is now harking back over so short a time as that which separates us from the beginning of world war. It is still less than a year, and it is easy to recall the cries of anguish coming to us from across the sea of a multitude of our brethren who had been caught, as it were, between the upper and nether millstones of the god Mars. They had no way to burn, but no matches to start the fire. Owing to the paralysis of exchanges, and inability to realize on any evidences of credit, they were in a distressing plight.

All American hearts bled for them. In a fine glow of patriotic fervor, we, collectively, acting through Congress, appropriated \$2,750,000 to be placed in the hands of disbursing agents abroad to supply them with funds for the relief of their immediate wants, to house them comfortably, and to pay their passage home. Our entire diplomatic and consular service was put at their disposal. They came trooping back by thousands, and we welcomed them with open arms.

Ever since then we have so congratulated ourselves on our generosity that it comes as a shock to see the announcement of Secretary McAdoo's intention to sue many of them, known to be well able to pay, for a recovery of the sum advanced. The secretary estimates that, in some cases, there is no plea of poverty entered, but a downright refusal to reimburse the government.

The institution or end the threat of institution, of such suits, will probably drag in the money. Whether it does or not, the situation should not cool our patriotic ardor for protection of our citizens abroad. Mr. Bryan said recently that citizens abroad in time of war owe something to their government as well as their government something to them. It seems that we have some citizens who do not recognize a reciprocal obligation.

Large War Orders.

Negotiations are reported whereby munition orders from the allies totaling nearly \$1,000,000,000 will go to more than 20 plants in the Cleveland district. Already more than \$80,000,000 worth is scheduled, including 2,000,000 rifles for \$4,000,000 from a plant 30 miles from Cleveland, and orders are pending on \$3,000,000 shells and \$5,000,000 heavier cartridges.

Henry Ford says: "Thousands of cars were wrought (from me) by each of the warring nations, but all were destroyed, and similar requests will continue to be denied. If other Americans did the war with the products of their industry I am sorry for them, as Americans and as man, I am sorry for America because of them."

One Hundred Years Ago.

(Newport Mercury of August 1, 1815.)

HURRY EXHILARATING NEWS.

Boston, Aug. 17. On Tuesday arrived at this port the ship Cyrus, Capt. Eanes, 45 days passage from Lisbon, Capt. E., on whose judgment and veracity, the utmost confidence may be placed, reports the following accurate intelligence of the capture of a part of the Algerian squadron. While lying at Bellum Castle, below Lisbon, Capt. Eanes received the copy of a letter from Carthagena to Mr. Hutchinson, American Consul at Lisbon, dated June 20th, 1815, viz.:—

"Yesterday an Algerine frigate arrived at this port, disabled and almost wreck. She had been captured and reduced to this state by an American ship of war outside; and we are this moment informed that another Algerine frigate has been captured by the Americans and sent into Estero, an anchorage on this coast about seven leagues distant."

On the 9th inst., off Cape Sable, Capt. Eanes spoke the brig Shakespeare from Lisbon bound to New York, which sailed July 8, from which he received information that a Swallow had arrived at Lisbon from Gibraltar previous to his sailing, the Captain of which stated that he was in sight during an engagement between our squadron and the Algerines, and that he saw three frigates and two brigs surrendered to the squadron.

A law is before the British Parliament which provides that children under ten years of age shall not be employed in any manufacture, and that older children shall not be obliged to labor more than ten and one-half hours each day.

Mr. Calvin Hitchcock will be ordained over the First Congregational Society in this town on Wednesday next, the exercises to commence at 11 o'clock a. m.

Fifty Years Ago.

(Newport Mercury of August 1, 1865.)

STEAMBOAT STOREHOUSE BURNED.

On Monday night about 10 o'clock fire was discovered by Conductor Claffin of the steamboat Iris in the red building on Long wharf belonging to the Old Colony & Newport Railroad Company.

It was first seen in the second story, and in a short time the whole building

was on fire. The alarm was immediately given and the firemen were promptly on hand, and after laboring an hour or more it seemed to be gotten under, but it was soon found that the material with which the building was filled was not so easily extinguished, for it soon broke out anew and not until morning were all the firemen able to leave their work, and by that time the building was entirely destroyed with nearly all its contents.

This was the hardest job our firemen ever contended with, when it is considered that our building was on fire, and by midnight they were ready to give it up, and all but one company were dismissed from service as the engine which is used to force the water from the reservoir to the steamers was able to furnish all the water necessary. This was a practical illustration of the benefits of steam over man power, and gave our citizens and firemen an opportunity to witness it. And as the subject has been sufficiently agitated and the necessity and benefits of a steamer fully shown, we trust that the city council will act upon it at their next meeting. Before another winter we should be in possession of a steam engine of the first class.

The building was principally used for storage purposes, the second and third stories being filled with mattresses, etc., belonging to the boats not now in use, and the lower floor was used for a carpenter's shop, paints, etc. The loss to the railroad company was the building, valued at about \$3000, and the steamboat company estimate their loss at \$22,000.

The Military Department of the East, which includes New England, New York and New Jersey, has been divided into six districts. The fourth comprises Rhode Island and Connecticut, to which Brigadier General Robert R. Potter has been assigned, with headquarters at Newport.

Eugene E. Ball, son of the Hon. Nicholas Ball of Block Island, who has been attending the Friends School in Providence, came to us an unusually cold Saturday by falling from a tree. His remains were sent to Block Island Saturday.

A party of thirty negroes, from the South, passed through New York on August 16, on their way to Rhode Island where homes have been provided for them by the Freedmen's Bureau. This is the second party of negroes thus sent to Rhode Island at the government expense.

The tide of summer travel is much larger this year than on any previous one, and our railroads and steamboats are carrying a full harvest.

Twenty-Five Years Ago.

(Newport Mercury of August 1, 1890.)

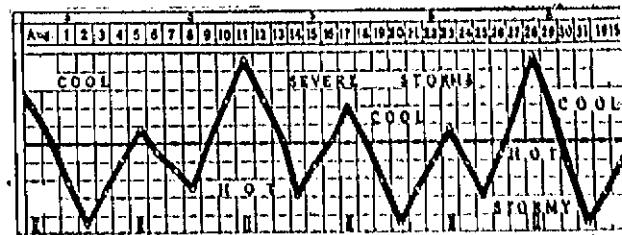
WALTER HOWE DROWNED.

Another drowning accident, and one of peculiar sadness, took place yesterday at Brewster's Beach, just west of Winetka's "Beach House," in almost the very spot where only a few days ago an employee of Mr. T. M. Davis lost his life. Yesterday's victim was Mr. Walter Howe, New York's commissioner of public parks and for the past several years one of Newport's most prominent summer residents. Mrs. Howe witnessed the drowning of her husband but met her great grief bravely, giving directions as far as she could until Dr. McRae's arrival and then personally aiding him in his ineffectual efforts at resuscitation. Mr. Howe was about 45 years of age and leaves a widow and two children.

On Tuesday next the Grand Lodge of Masons of Rhode Island will lay the corner stone of the new Masonic Hall at Block Island. It is expected that a large number of the fraternity will be present from all parts of the State.

The Island Savings Bank has sold the Hyatt Hotel property at Block Island to Christopher E. Champlin and John C. Champlin on private terms.

The Old Colony dollar excursion from Boston last Sunday brought about 4000 people, requiring three trains.

WEATHER BULLETIN.

General averages of August temperatures below normal, but great extremes are expected. The weeks centering on August 4 and 21 will average very cool and 11 and 27 very warm. Unusually hot with the warm waves that will reach meridian 20 near August 11 and 23 and unusually cool with the cool waves that will reach meridian 20 near August 9, 20 and 31. Very dangerous storms near August 17. Generally good cropweather month; rains generally sufficient and well distributed. Most rain during week centering on August 17 and too much rain in Spring wheat sections during that week.

Double line represents reasonable normal temperatures, the heavy black line the predicted departures from normal. The black line trending upward indicates falling temperature and downward indicates rising temperature. Where the heavy temperature line goes above normal indications are for warmer, and below cooler than usual. The 1 indicates when storm waves will cross meridian 20, moving eastward. Count one or two days later for east of meridian 20, and one to three days earlier for west of it. Warm waves will be about a day earlier and cool waves a day later.

Copyright 1915, by W. F. Foster, Washington, D. C. August 19, 1915. Last bulletin gave forecasts of disturbance to cross continent August 21 to 23, warm wave 20 to 21, cool wave 23 to 27. Not far from August 21 light frost has been expected where they sometimes occur at this season, following which the temperatures will rise with variations till near August 25 near which date very warm weather is expected. An extreme rise in temperature has been calculated from near August 20 to near August 28. The storms will continue to be severe to end of August and then a rest from the storm danger till near September 3.

Next disturbance will reach Pacific coast about August 28, cross Pacific slope by date of 26, great central valley 27 to 28, eastern sections 29. Warm wave will cross Pacific slope about August 25, great central valley 27, eastern sections 28. Cool wave will cross Pacific slope about August 28, great central valley 28, eastern sections 29. Next disturbance will be the principal feature of this storm wave. About the time the hot waves reaches you will be the time to look out for severe storms. Not so much danger of floods as during the past six months but dangerous wind storms should be watched.

Heavy rains at this time in the Spring wheat country where the wheat has not been cut will be regretted. Probably they will not come but there is a possibility of such. The moisture will come from the Pacific and heavy rains for the season are expected on the northern Pacific slope. But rains there at this season are usually very light, but even in California where the dust usually flies in August, we expect moisture enough to keep the dust close to the ground.

Very cool weather is expected not far from August 31 and all northern sections are warned that frosts are probable about that time. Look after your house plants as they will probably get pinched about that time. If you leave them uncovered. But the very cool weather will be of short duration.

We have many letters of inquiry at this time from grain dealers, and will reply through these weekly bulletins. This is not the time for farmers to sell grain, and of course dealers should not sell. The big speculators have been holding up and no one can determine when they will get enough. They have controlled the markets by the aid of the European grain dealers, and will not let it be known what the European crops are. Our grain dealers should buy at leisure whenever they can get grain at prices that will enable them to hold.

We ask all grain dealers to subscribe for the newspapers in which these bulletins are regularly published and then correspond with us on grain matters. These bulletins are copyrighted and, as a rule, only one newspaper in a city has the right to publish them. We warn other papers not to copy these bulletins.

A TRAMMEL DISASTER.

The first great accident on the Old Colony road in twelve years occurred Tuesday noon at Quincy. The express train from the Cape with a heavy load of passengers was running at full speed when it is supposed that the engine struck a jack carelessly left on the track by a gang of track laborers, and was thrown from the track; those of the cars went by the demolished engine, but the fourth plunged into the wreck and was made a wreck itself. The car was full of passengers returning from Martha's Vineyard and the slaughter was terrible. Twenty-two people were killed outright or have since died, and a large number were injured of whom some will yet die. The bodies of those killed were terribly mangled, and in many cases it is impossible to identify the victims except by their clothing.

At the Democratic city convention on Thursday evening, Colonel Samuel R. Hoy was nominated for Mayor, receiving 16 votes to 8 for Lowell Spencer and one for John Waters.

PORTSMOUTH.

(From our Regular Correspondent.) The Sunday School of St. Paul's Church went by special car to Newport Beach for its annual picnic on Wednesday.

Mrs. Alvina Tallman left Saturday to visit her son Albert E. Tallman for about two months.

Miss Violetta Yeaw, who has been spending two weeks in Providence, has returned to her home.

Mr. William Sanford entertained the Bridge Whist Club at his home, "Morningside" at a clambake this week. The bake was prepared by Herbert Negus of Island Park.

Rev. Christopher Rooney who has been seriously ill at a hospital in Newark, N. J. is reported as better, and he is expected home soon.

Mr. John Brown, a government employee in Washington, D. C., is visiting his father Mr. George C. Brown.

The body of Mrs. Ida Loucks, wife of Rev. Albert C. Loucks, has been interred and sent to New York State for burial.

Mrs. William H. Chase, Jr., and her children have returned from a visit to Mr. and Mrs. Richard Chase at Gale's Ferry, Conn.

Aquidneck Chapter, No. 9, Royal Arch Masons, held its annual outing and clambake at Henry C. Anthony's farm with about 200 present. The bake was prepared by Herbert Negus. During the afternoon there was a ball game.

Messrs. Frank Chase, Fillmore Cogswell and Mr. Hennessy of the Bay State Railway Co. gave a clambake at Sandy Point this week.

Mrs. Mary S. Lamb of New Bedford has been spending the week with Mrs. Charles G. Clarke.

Mrs. Atwell T. Hddy and her two sons are spending a fortnight with Mrs. Edward Leoline of Lynn, Mass.

Mrs. Charles Whittier with her two sons, Maxwell and Linton, and Miss Kate Spary of Taunton, are at Mrs. L. A. Pepple's, Bristol Ferry.

WILL DECLARE WAR ON TURKEY

Italian Declaration May Be Made
at Any Moment

CAPTURE OF CONSTANTINOPLE

Allen Considers It Necessary to Thwart
Ambitions of Kaiser—German Fleet
Presents Fresh Menace to Hustler
Port of Hips—Muscovites Unable to
Make Stand Because of Swiftness of
Trotton Advance—French Report
Successes in the West

Within the next twenty-four hours
Italy may decide to war on Turkey.

A number of aggravating acts committed by Turkey in the last few days, especially the holding up of Italian ships who wished to return home from Turkey, have so exasperated the Italian nation that there is a general demand for war on the Ottoman empire.

A fleet of four cruisers is waiting for orders to start for the Dardanelles and several army corps are held in readiness for the same purpose.

Italy's allies are quite eager to have her help the forces at the Dardanelles, for the capture of Constantinople has now become a predominant object. The resistance offered by the Turks has been far more obstinate than anybody expected and the British had to send additional forces at the Bay of Marmara, where the advance of the forces landed there a few days ago had been absolutely checked by the fierce resistance of the Turks.

The allies will now strain every nerve to reach Constantinople, for the fall of that stronghold would have far-reaching results on the campaign against the Austria-Germans.

The early fall of the Turkish capital would consolidate the Balkan states and line them up on the side of the allies. It would also add another to the list of enemies to the Black Sea and would be of incalculable value to Russia by opening up a way of supplying her with munitions of war. It would also allow her to export her surplus grain, thus benefiting her allies as well as herself.

The German advance against Russia is still unchecked, and a fresh menace to the big port of Hips on the Black Sea is found in the appearance of a big German fleet at the mouth of the Gulf of Nicomia. A German squadron was beaten off at the same point a few days ago, but this time they are evidently in such force that the Russian fleet had to retreat into the inner waters of the gulf.

Berlin states that in the fall of Kovno they have compelled the Russians in the Kalvaria and Suwalki districts on the East Prussian frontier to fall back. In fact the Russians now appear able to hold their own only in the Baltic provinces, where they are preventing the Germans from advancing.

Besides the capture of Kovno the Germans have taken another Novgorodovsk fort and, according to their account, have penetrated the outer positions of Brest-Litovsk, the great fortress which is the mainstay of what was expected to be the Russians' new line of defense.

There is no evidence yet of Grand Duke Nicholas' intentions, but military writers think the swiftness of the German advance has rendered it impossible for him to make a stand on the Brest-Litovsk line, which already virtually has been turned by von Mackensen in the south and by his colleagues in the north.

The French have scored two successes in the west, taking a portion of a German trench in Artois after a heavy all day bombardment and making a further advance on the Linge summit in the Vosges. On both these sectors there has been heavy and continuous fighting in which the French claim to have greatly improved their positions by capturing vantage points and keeping the initiative in their hands.

Italy, according to reports from Rome, is making slow but steady progress against the Austrians on all fronts.

BLOW TO ENGLISH PRIDE

Transport Sunk in Aegean Sea With

Loss of a Thousand Lives

The sinking of the transport Royal Edward, with a loss of about a thousand lives, is a harder blow to England's pride than the loss of several times that number of men in battle.

The news comes as a shock to the public, for it had come to be a boast that Germany, with all her submarines, had been unable in a whole year of war to injure a British transport.

And then in the most unexpected location there has come to pass what had come to be looked upon as impossible.

It had always been supposed that the transports most likely to be attacked would be those taking troops to France, but the attack came in the Aegean sea and the victims were troops on their way to the Dardanelles battle.

The Royal Edward carried 1350 soldiers, 35 military officers and a crew of about 350 men at a total of 1750. An official statement from the admiralty said that "we are known to have been safe."

AUSTRIAN CLAIM REJECTED

America Absolutely Neutral Concerning Export of Marijuana

The state department will respond to the reply of the United States

written by Secretary of State Lansing, rejecting views set forth by the Austro-Hungarian government in a recent note contending that exportation of war munitions from America to Austria's enemies was conducted on such a scale as to be "not in consonance with the definition of neutrality."

Though friendly in language and tone, the note fully denies the Austro-Hungarian contentions and recalls that that country and Germany furnished munitions of war to Great Britain during the Boer war when England's enemies could not import such supplies.

It insists that the American government is pursuing a strictly neutral course and adhering to a principle upon which it would depend for munitions to the markets of the world to make it should be attacked by a foreign power.

The note says Germany has for years done a vast business in selling arms. An embargo, it is pointed out, would bar America's chances to inflict arms if this country were attacked, and would turn every nation into an armed camp if outside purchases were prohibited.

TO ARBITRATE FRYE CASE

Proposition of Germany Is Accepted by the United States

The American reply to the German government on the case of the ship William P. Frye, American merchant liner sunk by German sea raiders, was made public by the state department.

The United States agrees to the proposal of the German government that "each of two governments designate an expert to fix the amount of indemnity for the vessel."

Acceptance of such payments, however, shall be without prejudice to the American contention that this sinking was without legal justification. The American government also agrees to the proposal to submit the Prussian-American treaty involved in the case to a board of arbitration under the Hague agreement.

DEATH OF VANNUTELLI

Was Dean of College of Cardinals and Once Candidate For Papacy

Cardinal Bertrand Vannutelli, dean of the sacred college, died at Rome at the age of 81. He was one of the most influential of those members of the sacred college eligible to the papacy and was a candidate at the time Pope X. was chosen.

The cardinal was born in Genazzano and came of a humble family of agriculturists. He was a descendant of the old Roman families whose histories have been linked with the church for centuries.

HURRICANE'S TERRIBLE TOLL

Over a Hundred Lives Lost and \$30,000,000 Property Damage

There are 101 dead outside of Galveston and 200 of a humble family of agriculturists. He was a descendant of the old Roman families whose histories have been linked with the church for centuries.

The city's most serious loss is the partial destruction of the \$2,000,000 causeway.

Ltd on Panama Gambling Houses

As a result of the investigation of charges of graft against the police officials, all the gambling houses in Panama have been closed on the personal order of President Porras.

Killed by Car After Dodging Auto

To avoid an approaching automobile Mrs. Sarah Perrin stepped on a street railway track at Rockport, Me., and was instantly killed by a car which had rounded a curve.

GENERAL NEWS EVENTS

Judge George Z. Adams, 82, widely known in legal circles throughout New England, died at Boston after an illness of six years.

While climbing over a fence along the Boston and Albany railroad at Newton, Mass., Ernest L. Hovey, 34, a lineman, fell a distance of twenty-five feet into a ditch and was killed.

Dr. David B. Johnson of Rock Hill, S. C., was elected president of the National Educational Association.

A bankruptcy petition was filed by the Butler Furniture company of Boston, admitting liabilities of \$18,130.45.

Eleven-year-old Edward Williamson of Boston fell into the harbor from a wharf and was drowned.

The steamer Cretic of the White Star Line has left Naples for Boston to take on another capacity passenger list of Italian reservists.

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ARABIC IS SUNK OFF IRISH COAST

Owners Say Big Liner Was Attacked Without Warning

GERMAN SUBMARINE'S VICTIM

Thirty-Two Persons Missing and Believed to Have Perished—Fine Weather and Extraordinary Precautions Prevented Heavy Loss of Life—Largest Steamer Yet Sunk by Germans, Except the Lusitania

The note says Germany has for years done a vast business in selling arms. An embargo, it is pointed out, would bar America's chances to inflict arms if this country were attacked, and would turn every nation into an armed camp if outside purchases were prohibited.

TO ARBITRATE FRYE CASE

Proposition of Germany Is Accepted by the United States

The American reply to the German government on the case of the ship William P. Frye, American merchant liner sunk by German sea raiders, was made public by the state department.

The United States agrees to the proposal of the German government that "each of two governments designate an expert to fix the amount of indemnity for the vessel."

Acceptance of such payments, however, shall be without prejudice to the American contention that this sinking was without legal justification. The American government also agrees to the proposal to submit the Prussian-American treaty involved in the case to a board of arbitration under the Hague agreement.

DEATH OF VANNUTELLI

Was Dean of College of Cardinals and Once Candidate For Papacy

Cardinal Bertrand Vannutelli, dean of the sacred college, died at Rome at the age of 81. He was one of the most influential of those members of the sacred college eligible to the papacy and was a candidate at the time Pope X. was chosen.

The cardinal was born in Genazzano and came of a humble family of agriculturists. He was a descendant of the old Roman families whose histories have been linked with the church for centuries.

The city's most serious loss is the partial destruction of the \$2,000,000 causeway.

HURRICANE'S TERRIBLE TOLL

Over a Hundred Lives Lost and \$30,000,000 Property Damage

There are 101 dead outside of Galveston and 200 of a humble family of agriculturists. He was a descendant of the old Roman families whose histories have been linked with the church for centuries.

The city's most serious loss is the partial destruction of the \$2,000,000 causeway.

Ltd on Panama Gambling Houses

As a result of the investigation of charges of graft against the police officials, all the gambling houses in Panama have been closed on the personal order of President Porras.

Killed by Car After Dodging Auto

To avoid an approaching automobile Mrs. Sarah Perrin stepped on a street railway track at Rockport, Me., and was instantly killed by a car which had rounded a curve.

GENERAL NEWS EVENTS

Judge George Z. Adams, 82, widely known in legal circles throughout New England, died at Boston after an illness of six years.

While climbing over a fence along the Boston and Albany railroad at Newton, Mass., Ernest L. Hovey, 34, a lineman, fell a distance of twenty-five feet into a ditch and was killed.

Dr. David B. Johnson of Rock Hill, S. C., was elected president of the National Educational Association.

A bankruptcy petition was filed by the Butler Furniture company of Boston, admitting liabilities of \$18,130.45.

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OUR PUBLIC FORUM

Peter Radford
On Church and State

The recent action of one of the leading churches of this nation, in annual convention, demanding that the laymen vote only for candidates for office whose views coincide with those of the clergy on one of the leading political issues, and direct and indirect efforts of other church organizations to interfere with the freedom of the ballot, make one of the greatest perils of this age, and present a problem that should receive thoughtful consideration of both laymen and citizens.

Suckling babes may well squirm in their cradles when ministers in convention assembled release the hawks of men and grab them by the throat, for Christianity has broken down, religion has become a farce and the pulpit a failure. When the church substitutes force for persuasion, command for conviction and coercion for reason, the sheriff has as well pass the sacrament, plainclothes men take charge of the altar and policemen bury the dead, for why church?

It is as dastardly a crime against government for a minister to undertake to deliver the votes of his parishioners to a candidate, as it is for a ward heeler to deliver a block of votes to a political boss, and both ought to be prosecuted, for the law should be no respecter of persons.

It is as objectionable for a convention of ministers to seek by canonical law to control the votes of church members as it would be for a convention of manufacturers to issue orders for their employees to vote for a certain candidate. Such conduct is offensive to decency, business morals and a crime against society. Any convention, whether composed of adults or children, rich or poor, white or black, that seeks to prostitute power and coerce conscience ought to be broken up by the police and its leaders arrested for treason.

A crime by any other name is a crime just the same. An ecclesiastical robe cannot sanctify treason, authority to preach does not carry with it license to become a political ringmaster, or the right to teach us how to pray give a permit to tell us how to vote. No man in joining the church should sacrifice his citizenship, forfeit his constitutional liberties or subordinate his duty to the state. The earth many times has been drenched with the blood of our forefathers fighting to throw off the ecclesiastical yoke from the state, and the suggestion of a return to those medieval conditions with their horror and their torture should not be tolerated for a moment.

Laws should be passed prohibiting any preacher, or combination of preachers, from delivering or attempting to deliver their membership of congregation to any candidate for office, and suitable legislation should be passed preserving the sanctity of the pulpit from political vandalism. It is as much a menace to church and state for a politician to occupy the pulpit as for a minister to preach a political sermon. He has no more right to preach his politics from the pulpit than a teacher has to teach his politics to his pupils. A preacher cannot make political trickery righteous by usage any more than he can make profanity respectable by practice. It is one of the frontiers of fate that a preacher may become a scandal as well as a glory to civilization.

OUR PUBLIC FORUM

R. P. Schwerin
On the Seaman's Bill

The American plowmen are interested in sea commerce. It is expensive and likewise humiliating to have to salute a foreign flag every time a farmer wants to ship a bushel of wheat, a bale of cotton or a pound of farm products across the ocean. The American farmer is entitled to the protection of his flag in sending his products across the sea, and Congress should give such encouragement to shipping interests as is necessary to meet foreign competition in ocean commerce. A recent bill known as the Seaman's Bill became a law under the President's signature and Mr. R. P. Schwerin, vice-president of the Pacific Mail Steamship Company, when asked to defend this law and outline its effect upon American steamship lines, said in part:

"The bill provides that no ship of any nationality shall be permitted to depart from any port of the United States unless she has on board a crew less than seventy-five per centum of which in each department thereof, is able to understand any order given by the officer of such vessel, nor unless forty per centum in the first year, forty-five per centum in the second year, fifty per centum in the third year, fifty-five per centum in the fourth year after the passage of this Act, and thereafter sixty-five per centum of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seamen."

"The overseas trade of the world is competitive, therefore the original cost of the ship and the operation of the ship have to be reckoned with in the keen competition of these rival nations with one another. The Oriental sailor is obdurate and competent and is the cheapest sailor in the world. It is therefore manifestly clear that if this law applied to all nationalities in the transoceanic traffic, all would be on the same economic basis, but it works a single hardship to all the ships of the world, except the Japanese and American ships, and with the latter it works two hardships. With the European, the cost of constructing a ship is no higher than the cost of constructing a Japanese ship, but if they had to provide European crews, while the Japanese operated with Japanese crews, the condition of competition would be such that they could not overcome the handicap and they would be driven off. But the American ship would have to contend not only with the tremendous increase of cost of wages in the substitution of the European crew for the Chinese crew, but also the greater initial cost of the ship. As the Japanese have now done away with their European officers and Japanese crews, all of whom speak a common language, there is no difficulty for them to comply with all the conditions of the bill and continue their Japanese crews, with Oriental wages.

"The law, therefore, instead of assisting the American ship, adds another heavy burden, while it places upon whatever upon the Japanese ship, but, on the contrary, turns over to the Japanese the traffic of the Pacific Ocean, which the American ship is forced to forego by act of Congress of the United States."

OUR PUBLIC FORUM

Peter Radford
On Too Many Lawyers.

When the sheriff cries out "Ole yes, Ole yes, the court is now in session," the farmer should tighten the bolt around his belly for it is he who pays the cost. When the lawyer says "May it please the court," the farmer has to shorten the shirts of his children for they must foot the bill and when the legislature announces "Ole it enacted," suckling babes may well kick against their prison walls for they may live to pay the penalty. We have too many laws, too many lawyers and too much government. No man dares to run a business without lawyers to the right of him and lawyers to the left of him. Expensive litigation and excessive legislation are clogging the wheels of progress. To meet this situation the railroads are often compelled to take off a train and put on a lawyer; the manufacturer is often compelled to close down furnace and put on a lawyer; the farmer is sometimes compelled to sell a steer to pay the lawyers, for the man who dies in the ground usually pays the freight and every article which he buys carries on the price tag court costs and lawyers' fees.

There are in the United States 118,000 lawyers and about twenty thousand courts of various jurisdiction which cost the people of this nation approximately \$1,000,000,000 per annum. It costs more to run the legal affairs in this nation than it does to clothe all the people. It costs more to settle legal disputes than it does to run our educational and religious institutions and care for the health of all the people combined. Less than three per cent of our population are able to employ lawyers to interpret the mass of legal lore that burdens our statute books. The remaining ninety-seven per cent have to take the raw stuff right out of the mill.

We are a government by lawyers and for lawyers. It is they who are responsible for the legislative censuses, espionage, arrest and business disturbance that infect our statute books, for at the source of most every law is a lawyer. They have in no case lowered the price of the commodity or benefited the people but they have burdened industry and restrained commerce and have built up their profession until it dominates government, tyranizes business and terrifies progress.

There is no more valuable citizen in our land than a patriotic, able, conscientious lawyer, seeking to direct the ship of state through the tortuous channels of 20th century civilization; plowing a business through the legislative billows that dash with maddened fury across its pathway and whose genius can calm the fear and command the confidence of the people in the integrity of Republican institutions, but there is no greater peril to society than political lawyer who seeks to prostitute government, stain business with suspicion and arouse distrust in the minds of the people. Unfortunately the latter class are a strong factor in the profession, officiates in high places, and unless the better class unite in driving the quacks from their midst an outraged public opinion will administer a rebuke that will reduce the quacks, crush the hope and stanch the power of the profession and reduce its possibilities to ashes.

High Fliers.

Murderess.

"How high can you go, Mrs. Moon Phelan?" "Oh, miss, the sky's the limit." —Buffalo Express.

Her Way.

"She says she never borrows from the 'No, that's a rich the before I give it'—High class."

Worry.

"Don't do any worrying today that you eat part of till tomorrow." —China's Chain Bridge.

OUR PUBLIC FORUM

Ralph Peters
On Railway Mail Pay

A controversy has been raging in the columns of the press between the railroads and the Federal Post Office Department over the question of proper compensation for handling the United States mails. Mr. Ralph Peters, Chairman of the Railway Mail Committee, when asked to state the railroad side of the controversy to the American farmer, said in part:

"The railway mail pay question will be settled—and settled permanently and with justice to all concerned—as soon as the American people realize that the whole subject, while seemingly complicated and technical, boils down to a few simple points of fair business dealing which no one need be a rate expert to understand.

"The first is that the Post Office Department weighs the mails, and readjusts the pay of the railroads, only once in four years. This compels the railroads to carry the increase in the mail tonnage during the intervening years without pay—manifestly an injustice to the case of a rapidly growing business. One consequence has been that last year the railroads carried fully half the parcel post for nothing.

"A second point is this: In addition to carrying the mails, the railroads are required to operate many traveling post offices for sorting and distributing the mails while in transit. But the Post Office Department pays for such post offices only where they occupy whole cars, and pays nothing in the many cases in which it merely requires the use of post office apartments in combination cars, although such apartments differ from the full railway post office cars only in size. More than 4,200 apartments of this character have been fitted up, and are maintained for the exclusive use of the Post Office Department. Failure to pay for them has been an especial hardship to the smaller roads on which the Department does not find it necessary to utilize whole cars.

"One last point: In thousands of instances (though not in all) the Post Office Department requires the railroads to carry the mails back and forth between railroad stations and post offices, but pays them nothing for this extra service beyond the rates covering the rail transportation. The railroads have no choice but to perform this additional service gratis, or refuse to carry the mails at all.

"Now for the remedies the railroads ask: They do not ask to have the mails weighed daily, or to have each shipment weighed and paid for separately, as is done in the case of private shippers. They merely ask to have the mails weighed, and the pay of the railroads adjusted, at least once a year, instead of once in four years. They also ask that apartment post office cars be paid for, at reasonable rates, according to size. Lastly, they ask that the Post Office Department cease to require of them free messenger service between stations and post offices, and either require them of this service or pay fairly for it. These are the reforms the railroads ask of Congress. They gladly lay these reforms before the public, confident that they will appeal to the common sense and fairness of American voters."

ELBERT HUBBARD

The greatest loss the world has suffered from the European war was the death of Elbert Hubbard. Nations may be sent to the bottom of the sea cities razed to the ground and the products of farm and factory reduced to ashes; they can be replaced, but the pen of Elbert Hubbard is still lost.

He was a "Little Journey" through life but he saw more beauty, usefulness and power than any traveler of his day. He did not have to visit the fountain of genius, climb the mountain tops of achievement or touch the milestones of progress to stimulate inspiration. His Creator planted in his breast a well spring of human thought that gushed forth from the reservoir of divine power—a gift from the gods. Life toiled through his heart more freely and human emotion stirred his mind more completely than that of any other man of his generation.

He is the greatest literary product of this commercial age, the most masterful "ad" writer the world ever produced and has contributed more toward understanding and appreciation of industry than any thinker who ever penned a line or hummed a tune on this planet. He was the most accurate historian of human nature, the most capable sculptor of human thought and the most able painter of human action of the age in which he lived.

The ocean waves may tenderly kiss his body farewell, the salt of the sea corrode his pen but his spirit will live on and on forever and will be influenced in directing the lives of men and shaping the destinies of nations so long as time lasts, man think and society exists.

POLITICAL GOSSIP

By Peter Radford.

When one class of people has anything to say, it has become largely the custom to make a political issue out of it instead of a friendly discussion, to print it in a law book instead of a newspaper and to argue it before a jury instead of to settle it in the higher court of Common Sense. As a result, political agitators, political lawyers, political preachers and masculine women are powerful in politics and dissension, selfishness, intolerance and hysterics run rampant in public affairs, for when the low, damp, murky atmosphere of misunderstanding envelops public thought it breeds political reptiles, vermin, bugs and lice which the pure air of truth and the sunshine of understanding will choke to death.

We have too many self-appointed interpreters of industry who are incapable of grasping the fundamental principles of business and who at best can only translate gossip and add color to sensational stories. No business can stand upon error and might rules—right or wrong. No industry can thrive upon misunderstanding, for public opinion is more powerful than a King's sword.

When prejudice, suspicion and class hatred prevail, power gravitates into the hands of the weak for demagogues thrive upon dissension and statesmen sicken upon strife.

The remedy lies in eliminating the middleman—the political gossip—and this result can be accomplished by the managers of business sitting around a table of industry and talking it over with the people. Interchange of information between industry and the people is as necessary to success in business as interchange in commodities, for the people can only rule when the public understands. Away with political interpreters who summon evil spirits from their prison cells and loose them to prey upon the welfare of the people in the name of "My Country."

CASTORIA

For Infants and Children

In Use For Over 30 Years

Always bears the Signature of

P. H. Fletcher

Patent No. 1,000,000



OUR PUBLIC FORUM

F. C. Howe

On The Advantages of Free Ports



Mr. F. C. Howe, Federal Commissioner of Immigration, who is one of the best American authorities on marine commerce, in discussing the relation of free ports to the development of sea trade, said in part:

"Ships will go hundreds of miles out of their way to avoid ports surrounded by a tariff wall. The only way, therefore, for a country with a tariff to compete in the shipping world with a free-trade country is to establish free ports at strategical points along its coast line. Germany has done so, and in a comparatively short period has built up a carrying trade which before the war was seriously threatening England's supremacy. Hamburg, one of the three German free ports, now ranks as the second greatest seaport in the world, its total foreign commerce in 1913 being only \$6,000,000 under that of New York."

"The free port would offer great opportunity for financial operations, now made possible by the recent currency act. It would stimulate international banking, and would tend to shift the financial center of the world to this country. And America, by the logic of events, has become the natural center for the world's financing, just as London became that center several centuries ago when it shifted from the cities of the Netherlands. But the financial center will only move to this country when it becomes a clearing house of goods as well as of money. For credit the world over is created by currently created wealth in transit or change so that our financial expansion is dependent upon the opening up of American ports to the clearance of the wealth of the world. A port should not operate to yield a return on the investment, but to develop the prosperity of the country." In recapitulating the advantages, Mr. Howe brings out the importance of the free port in developing our shipping and linking us with South America, Asia and Africa, and then concludes:

"The most important gain is the direct gain to America. It will cheapen commodities by bringing great quantities of goods to our doors for importation or export, as trade needs demand. It will stimulate the growth of exporting houses, which can hold goods for an indefinite period without payment of tariff dues (often equal to the cost of the article itself) for disposal to meet the trade demands of the whole world. It will upbuild international credit and shift to America an increasing and ultimately predominant share in international exchange."

"Finally, America is the natural country to be the counter of the world. Its seacoasts face every other continent; it is the greatest of all reservoirs of raw materials and foodstuffs. In iron and steel and standardized production it is in a position to compete with the world. But international trade (and this is always overlooked) must be reciprocal. It cannot be one-sided. And credit balances cannot for any prolonged period be paid in gold. They can only be paid by exchange of wealth."

OUR PUBLIC FORUM

F. A. Vanderlip

On The Business of Banking



The farmers of this nation to come into their own must study business. We must, as a class, understand the fundamental principles that underlie every industry, its functions to society and its relation to agriculture, for there can be no intelligent co-operation without understanding. Mr. F. A. Vanderlip, president of the National City Bank of New York, when asked "What is a Bank?" said in part:

"The first and most familiar function of a bank is that of gathering up the idle money of a community, small sums and large, and thus forming a pool or reservoir upon which responsible persons may draw as they have temporary use for money. It is evident that this makes large sums in the aggregate available for the employment of labor and the development of the community. But much more is accomplished than the use of the money actually deposited in the banks, for by the use of drafts, checks and bank notes the efficiency of money is multiplied several times over. A very large business, for example one of the great beef packers, may use very little actual money; on one side of its bank account will be entered the checks and drafts it daily receives from every place in payment for meats, while on the other side will be entered the checks it draws in payment for cattle, etc. Its only use of money being for small payments, to labor and otherwise.

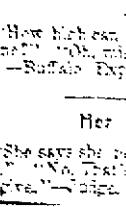
"If there were but one bank in a community and everybody paid all bills by drawing checks on that bank, and everyone receiving a check immediately deposited it in the bank, the amount of money in the bank evidently would not change at all and the entire business of the community would be settled on the books of the bank. And the situation is but slightly changed when there are several banks, for they daily exchange among themselves the checks they receive on each other, which practically offset themselves although the small balances are paid in each. This is called 'clearing,' and in every large city there is a 'Clearing House' where representatives of the banks meet daily to settle their accounts with each other.

"A bank is constantly receiving from its customers, particularly those that are shipping products to other localities, drafts and checks drawn on banks in other cities, which it usually sends for deposit to a few correspondent banks in the central cities with which it maintains permanent accounts. In this way these scattered credits are consolidated and the bank draws upon these accounts in supplying customers with the means of making payments away from home. As each local community sells and buys about the same amount abroad in the course of a year, these payments largely offset each other. It is evident that the banks are very intimately related to the trade and industry of a country. The banker is a dealer in credit much more than in money, and of course his own credit must be above question. He exchanges his credit for the credit supplied by the customer, and lends credit for their accommodation, for he must confide the business with such judgment that he can always meet his own obligations with cash on demand. This is the essential thing about bank credit, that it shall always be the same as cash."

A Strict Party Man.
"You can't promise to vote, honor and fidelity like we want."

"You can't tell the political platform of the party you're with."

"I know it. I saw him on the street with his wife right after the election."



"She says she never borrows from the 'No, that's a rich the before I give it'—High class."

—Buffalo Express.

—High class.

Historical and Genealogical.

Notes and Queries.

In sending in letter to this department the following rules must be absolutely observed: 1. Name and date must be clearly written. 2. The full name and address of the writer must be given. 3. Make all queries as brief as is consistent with清楚ness. 4. Write on one side of the paper only. 5. In answering queries always give the date of the paper, the number of the query and the signature. 6. Letters addressed to the editor, to be forwarded, must be sent to him in stamped envelope, accompanied by the number of the query and its signature.

Direct all communications to
MISS E. M. TILLEY,
Newport Historical Room,
Newport, R. I.

SATURDAY, AUGUST 21, 1915.

NOTES.

EXTRACT FROM THE REV. DR. EZRA STILE'S MANUSCRIPT; COPY BY MR. B. B. HOWLAND, NOW IN POSSESSION OF THE NEWPORT HISTORICAL SOCIETY. CONCLUDED

LORDS DAY MAY 31, 1772.

In the public Congregation, after sermon, I baptized Peter a Negro infant, servant of Dr. Bartlett. An unbaptized Negro woman Violet, it's mother, held up the child; the master standing in an adjoining pew. Previous to the administration I read the following writing, with a particular address to the said Master: "In an unclean Covenant with Abraham, God ordained that he that is born in thy House and he that is bought with thy money, must needs be circumcised."—Gen. XVII: 13. Baptism succeeds as the initiatory Seal of the covenant in the room of circumcision. And the subjects of both are the same. Accordingly we read that Lydia and her Household, Stephanus and his household were baptized. This child as a servant of Dr. Bartlett our Brother, is to be baptized on account of his master: whom, on this occasion, I shall lead to an engagement used by a minister of the apostolic age, and who was ordained by the hands of the Apostle Paul, viz: Irenius the Areopagite: who says that in administering Baptism to Infants, those who assumed upon them the care of their education, made the following engagement—to which, you sir, will please to attend.

"You engage for this child that as it comes to a mind capable of understanding holy things, you will by your religious counsels direct and persuade it, to renounce and keep itself entirely separate from evil, to profess our holy Religion, and to live accordingly to such a Profession.—Thus you promise.

Jan. 25th, 1789. Benjamin Llaker and Martha Simpson, both of Newport, married by Ezra Stiles.

Marriage had hitherto been performed within the Colony of Rhode Island by the Civil Magistrates, Quakers and the Episcopal Ministers; but upon joint application of the Congregationalists and Baptists, an act passed the General Assembly at the session on the first Monday in December 1788, empowering the Ministers of these two denominations and of every society of Christians to join persons together in marriage.

Oct. 26, 1784. My Meeting House was set on fire by a flash of lightning which struck the North East corner near the lower window. It was happily extinguished with little damage. The same flash was also seen to discharge on the Rev. Mr. Vinal's Meeting House which appeared all over illuminated being wet with rain, but not fired. But it struck at the same time and set fire to the Tower of the Episcopal Ch., where it was also extinguished. These then are the only places of public worship in this Town, which have Steeples thro' which unquestionably the discharge and communication between the clouds and the earth was formed. Had the steeples been furnished with Dr. Franklin's Iron pointed Rods, the Etherial Electric fluid might probably have been conducted off without any Revision. The Thunder gust came up in the night and had the lightning struck before day, the fire might have become inextinguishable before discovery in which case a considerable part of the Town might have been laid in ashes; but it striking about six or seven o'clock in the morning, and the smoke at my Meeting house being seen to arise at the instant of percussion, the town was alarmed and therefore immediately put out. A merciful God prevented the impending desolations.

EZRA STILES.

August 20, 1766. Dr. Franklin's Electrical points were erected atop the spire of my Steeple. From the Iron Spindle there descended two lines of Iron Rod or wire down the N. E. and S. E. corners of the Steeple to the ground. The points were of large Brass wire extending about a foot above the vane. These are the first and only Electrical Rods erected in the Colony of Rhode Island upon any Meeting houses or other public buildings. And I think there is but one private house in the Colony guarded with them. In Boston, Cambridge and a few other places in New England, points have been lately erected upon a few Meeting houses and the Colleges.

(The End)

Queries.

8301. ASH, WALKER.—Would like any information concerning Lawrence and Mercy Ash of Marlborough St., Newport, of whom Adam Walker, a loyalist, bought some property in 1778. I have no knowledge as to their political opinions but am mainly interested in their (possible) family connection with Adam Walker.—E. A. J.

8302. PECKHAM—James (5) Peckham, (Stephen (4), Stephen (3), Stephen (2), John (1)) born May 11, 1755, married Dec. 25, 1781 Phoebe Smith, and removed to Ogdensburg, New York. When and where did he die? Did he marry twice? Who were his children?—J. A. P.

8303. PECKHAM—Wanted, parents of Thos. Peckham who m. Elizabeth, daughter of Anthony Wilbur of Newport, R. I. Also children of Thomas and Elizabeth.—J. A. P.

8304. PECKHAM—Wanted, ancestry of James Peckham formerly of Providence, R. I. who m. Eliza French at Salem, Mass.—J. A. P.

8305. BARBOCK—What was the maiden name of the wife of Deacon Gideon Barbock of Newport, R. I. When was she born? When did she die?—J. A. P.

8306. WOOD—Wanted, the ancestry of Mary —, b. 1659, d. Nov. 11, 1748, who married, 1688, John Wood, d. Feb. 22, 1730, and had daughter Hannah Wood who was b. at Little Compton Oct. 7, 1701 (3), d. June 14, 1730, married Jan. 6, 1721—T. E.

ANSWERS.

8270. STILLMAN, BURDICK—George, son of George and Deborah (Crandall) was born Feb. 1713-14. A son George was born 1739 and died June 15, 1817. Census of 1776 shows a George Stillman as Captain, 3d Co. Militia of Westerly, also George, Jr., a Private in Capt. Stillman's Co. of Militia. The Colonial Records indicate that George Stillman was retained as Capt. of the 3d Co. from May, 1777, to May, 1781. It would thus appear that it was George, Senior, who served as Capt. of this Company, although he would have reached the age of sixty-eight at the conclusion of the war. A George Stillman also served as First Lieutenant of Marines on the Sloop Warren, June 14, 1776. Joseph, Jr., is shown on the Census of 1776 as a Private in Capt. Stillman's Company.—H. B.

8274. WORDEN, PENDLETON—Edward C. Worden who is compiling the Worden genealogy is authority for the following ancestry of Sarah Worden: Sarah, youngest daughter of (4) Isaac Worden and wife Rebecca, born March 8, 1702; married Joseph Pendleton at Westerly, R. I., January 9, 1728. The earliest record of the Worden's in America is (1) Peter Worden, (2) Son Peter Worden, 2nd, and wife Mary had son Samuel, (3) Dr. Samuel Worden and wife Hopetill Holley has (4) son Isaac.—H. B.

MIDDLETON.
(From our regular Correspondent.)

Rev. W. J. Ward of Newport supplied the pulpit at the Middletown M. E. Church on Sunday afternoon in the absence of Rev. E. E. Wells. Mr. John H. Peckham was the soloist. The evening service was omitted. Next Sunday afternoon Rev. N. J. Sproul of Newport will officiate.

Miss Marguerite Ritchie, having decided to give up teaching, has resigned and Miss Nora K. Shea of Newport has been engaged by Superintendent Joel Peckham, to take Miss Ritchie's place as teacher at the Witherbee School.

Mr. William C. Spooner is building a site and is putting in the foundation himself.

Mrs. Wade of Boston, mother of Rev. Latta Griswold, and Mrs. Laidley of St. Louis, Mr. Griswold's aunt, are spending a portion of the summer on Paradise avenue.

The walls of the interior of the town hall are to be painted. Much repair work has been necessary as the former coating of kalsomine had become much defaced by leakages.

Mr. Beck Anderson, a fisherman, who has long resided in the family of Mr. Harry Hazlitt, was operated upon Saturday at the Newport Hospital for appendicitis.

St. Columba's Guild has secured a water connection for the Berkeley parish house from the artesian well of Mr. Howard R. Peckham, for the sum of ten dollars a year. The supper committee have been greatly handicapped by lack of drinking water, there being only a pump from the cistern. Messrs. Edward I. Peckham and his brother, W. Clarence Peckham are contributing considerable of their time to help the project along. The distance is some 300 feet.

A party from the M. E. Church parish visited the Wyoming on Saturday afternoon. They were met at the Government Landing by Walter Strong, one of the seamen who spoke at the Church in July, and were escorted by him over the battleship.

Some \$250 was realized as the result of the annual fair held at the Berkeley Parish House early in the month for the benefit of St. Columba Chapel.

A business meeting of St. Mary's Choir Guild was held with the president, Mrs. Charles Weaver on Thursday. An informal reception, later in the afternoon, was tendered Rev. and Mrs. Frank C. Harrington of Pascoag. Mr. Harrington is supplying at the churches of St. Mary's and the Holy Cross for the month of August.

Miss Mary L. Hart returned this week to Boston to resume her duties at the Homeopathic Hospital after a two weeks vacation spent with her parents, Mr. and Mrs. Wm. V. Hart.

A pleasing program is being prepared by the young people of Aquidneck Grange for the meeting on next Thursday evening. Novel features will be introduced through the co-operation of Miss Ardella Peckham one of the play-ground instructors in Newport.

Mr. and Mrs. Frank Lewis are entertaining Miss P. A. Lewis of Kingston, Mrs. J. E. Clossen and Mrs. C. B. Fuller of New York, and Mrs. George E. Mason of Providence.

Mrs. William Irish entertained the Epworth League at its weekly cottage service, her daughter in law, Mrs. George H. Irish presenting as the subject, "How to make the world happier."

The establishment of factories for the spinning of the down of thistles as a substitute for cotton, not only for the manufacture of clothing but for war use, is urged in an article published by the Neueste Nachrichten of Leipzig. The article is regarded in Paris as shedding light upon the urgent need in Germany for cotton as a base for smokeless powder.

There was a good attendance at the hearing given by the United States Engineer Department in the old State House on Thursday, relative to the desirability of establishing anchorages and free ways in the harbor under the authority recently conferred on the Engineer Department. A proposed map will be hung in the engineer office for two weeks before recommendations are made to the department at Washington.

Mrs. Josephine Lloyd Hitchcock, mother of Mrs. Charles S. Whitman, died at the Hotel Buckingham in New York Thursday night. Mrs. Whitman, who is the wife of the Governor of New York, was with her when she died.

Former Mayor William MacLeod is taking the course of military instruction for business and professional men at Plattsburgh, N. Y.

ANSWERS.

The Aetna Life Insurance Company

IS PAYING ANNUALLY OVER

FIFTEEN MILLION DOLLARS

TO POLICY HOLDERS

DAVID J. WHITE, Manager,

1005 Turks Head Building,

Providence, R. I.

6-24-15

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Like, 10 distinct perfectly equipped stores—each doing its utmost to do, in its particular line of work, more than any other store could to please its patrons.

A china store, a lamp store, a rug store, a furniture store, all united in one big organization constantly planning to please by a kind of store service that anticipates your wants and satisfies.

The stove store holds something particularly helpful to you these hot sticky days—a gas stove. No need to tell you how 'twould lighten Summer's burdens—you know that without the telling. Best that's made is here. Why not?

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225-229 THAMES STREET, NEWPORT, R. I.

NOW IS THE TIME

To arrange for TELEPHONE SERVICE. If you are planning to re-open your city home within the next two or three months, be sure that the necessary arrangements for TELEPHONE SERVICE are completed before September 20th, 1915, to insure the proper listing in the Fall and Winter issue of the Telephone Directory.

Contracts and orders for new installations, changes or corrections will be taken now and placed on file for future action.

Contract Dept. 142 Spring Street
Newport 6000

Savings Bank of Newport, R. I.

INCORPORATED 1819.

At the annual meeting of the corporation of The Savings Bank of Newport, R. I., held Friday, July 16, 1915, the following officers and trustees were elected for the year ensuing, viz:

WM. H. HAMMETT, President. WM. PAINE SHEFFIELD, Vice President.

TRUSTEES:

Albert K. Sherman, William K. Covell, Wm. H. Hammett, Anthony Stewart, Peter King, Wm. P. Buffum, Wm. P. Carr, Wm. P. Covell, Bradford Norman, G. P. Taylor, William A. Sherman, H. C. Stevens.

At a meeting of the Trustees held on the adjournment of the said annual meeting the following officers were elected for the year ensuing, viz:

Grant P. Taylor, Treasurer. Harry G. Wilks, Asst. Treasurer, William P. Carr, Secretary, Edwin S. Burdick, Bookkeeper, Abner L. Slocum, Clerk, Clark Burdick, Counsel.

Auditing Committee: William P. Buffum, William W. Covell.

Standing Committee: Wm. H. Hammett, Albert K. Sherman, Wm. A. Sherman, Wm. P. Carr, Wm. P. Covell, Secretary.

Chafing Dishes

With an ALCOHOL LAMP

you must fill the lamp, adjust the wick, strike a match, and be very careful not to spill alcohol on the table top.

With ELECTRIC!

you insert the plug and turn the switch.

When this is done you can devote all your attention to the recipe.

We have the ELECTRIC sink, made by the

General Electric Co. Ask us about them today.

BAY STATE STREET RAILWAY COMPANY.

NEWPORT BEACH

SHORE DINNER DAILY

AND

A La Carte Service

DANCING

Afternoons.

The finest and safest surf bathing on the coast.

Band Concerts

BY

New York City Marine Band

11:30 to 1:00. 2:30 to 4:00. 8:30 to 10:00.

R. I. Normal School

ANNOUNCES THE OPENING OF THE NEXT TERM ON MONDAY, Sept. 14, at 10 a. m. ENTRANCE EXAMINATIONS WEDNESDAY AND THURSDAY, Sept. 16 and 17 at 9 a. m.

ALL CANDIDATES MUST BE GRADUATES OF APPROVED HIGH SCHOOL AND MAKE ENTRANCE EXAMINATIONS.

STUDENTS APPLYING FOR THE SEPTEMBER EXAMINATIONS MAY APPLY TO THE NORMAL SCHOOL FOR QUESTIONS ANSWERED IN THE JULY EXAMINATIONS.

The School offers 4 courses of study, as follows:

1. A general course of two and one-half years, which prepares for teaching in the primary and grammar grades of the public schools.

2. A kindergarten-primary course of the same length.

3. A special course of one year for teachers of successful experience.

4. A course for college graduates.

For catalogues or further information apply to the Principal, Mr. ALFRED A. PECKHAM, Normal School, or to WALTER E. RADCLIFFE, Secretary, Justice, Box 141, Providence.

8-24-15

GUARDIAN'S NOTICE.

Newport, July 31, 1915.
THE UNDERSIGNED hereby gives notice that he has been appointed by the Probate Court of this State, and estate of LOUIS DAVID, of full age,